

engaged condition. The door cannot be opened from the inside until the child safety lock is disengaged. Note in Fig. 6 That the portion of the linkage 19 that protrudes through the door facing the jamb also rotates, indicating the status of the child safety lock. Manual disengagement of the device is still an available option from the door face and any change made from this location will be indicated on the safety lock display located within the driver's side instrument cluster.

In respect to the actual operation of the power locking system as a whole, reference can be made to Fig. 8 , which is a flow chart comprising both operator decisions regarding choices to be made in engaging and disengaging the control system, and step-wise changes in the physical condition of various switches, indicators and mechanical parts. It is to be understood that the present invention is not limited to the sole embodiment described above, but encompasses any and all embodiments within the scope of the following claims.

IN THE CLAIMS

I claim:

1. An operational system to control child safety locks on automobiles, comprising:
 - a) child safety locks, which prevents the rear doors of automobiles from being opened from the inside when the child safety locks are engaged,

see items 17 and 19 in figure 6 of drawings, which depicts child safety locks.

- b) an electric motor, such as a solenoid, to move the child safety locks into the engaged or disengaged position.
- c) a rocker arm switch to control the use of the electric motor.
- d) an electronic display system, such as a light emitting diode, to indicate the status of the child safety lock mechanism, to show whether the child safety locks are engaged or disengaged.
- e) circuit wires.
- f) an electric motor is attached to each child safety lock, one end of the circuit wires is attached to each electric motor, the other end of the circuit wire is attached to the rocker arm switch.